



DEPARTMENT OF THE NAVY  
NAVAL AIR SYSTEMS COMMAND  
NAVAL AIR SYSTEMS COMMAND HEADQUARTERS  
WASHINGTON, DC 20361 -0001

IN REPLY REFER TO

**NAVAIRINST 4730.10A**  
**AIR-411**  
15 Oct 91

**NAVAIR INSTRUCTION 4730.10A**

**From: Commander, Naval Air Systems Command**

**Subj: AIRCRAFT SERVICE PERIOD ADJUSTMENT**

**Ref:** (a) OPNAVINST 3110.11S  
(b) OPNAVINST 4790.2E  
(c) NAVAIR 00-25-403  
(d) MIL-STD-2173 (AS)  
(e) MIL-M-85337 (AS)  
(f) MIL-M-23618 (AS)  
(g) NAVAVNLOGCENINST 13023.2 (NOTAL)  
(h) OPNAVINST 5442.2E  
(i) NAVAIRINST 13120.1B  
(j) NAVAIRINST 13130.1A

**Encl:** (1) Definitions  
(2) ASPA Planner and Estimator (P&E) Report  
(3) ASPA Quarterly Report (AQR)

1. Purpose. To implement the Aircraft Service Period Adjustment (ASPA) provisions of references (a) and (b), and to establish policy for program execution and further program enhancements within the Naval Air Systems Command (NAVAIR).

2. Cancellation. This instruction supersedes NAVAIR Instruction 4730.10 of 20 September 1988.

3. Scope. This instruction applies to any organization or individuals having material support responsibilities for ASPA designated aircraft programs identified in reference (a).

4. Background. The operating service period (OSP) for a type/model/series (T/M/S) aircraft is determined through the application of Reliability Centered Maintenance (RCM) and sustained with Age Exploration (AE). References (c) and (d) apply. Each OSP defines the minimum period between Standard Depot Level Maintenance (SDLM) and provides the basis for planning, programming, and budgeting this element of aircraft inventory management. The ASPA evaluation is an assessment of the overall general material condition of an aircraft. The ASPA assessment cycle begins near the end of the OSP, the aircraft's



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period end date (PED). The evaluation objective is to determine if the aircraft can remain in-service through a 12 month PED adjustment. ASPA recognizes that aircraft do not deteriorate at the same rate. Deterioration, expressed as the state of aircraft material condition, is a consequence of environment, number of carrier landings, catapult launches, operating cycles, the quality of routine maintenance, etc. The ASPA material condition based PED adjustment(s) changes the basis for SDLM induction from "on-time" to "on-condition." This change has produced other modifications in the Navy's maintenance program. More depot-level maintenance actions and modification installations are processed in the field. Maintenance plans and related documentation must be revised, as required, to accommodate maintenance tasks that must remain within time limits. Workload is less predictable. References (a) and (b) provide additional ASPA guidance. Definitions used in this instruction are in enclosure (1).

## 5. Policy

a. ASPA must be used to support Aircraft Controlling Custodian (ACC) SDLM induction decisions, and applied as a consistent management vehicle.

b. SDLM induction decision recommendation must be supported through an ASPA evaluation, conducted by a qualified ASPA evaluation team, following an approved ASPA Local Engineering Specification (LES) at reporting custodian sites. The evaluation results in a statement of general material condition that must be published using the ASPA Planner and Estimator (P&E) Report (see enclosure (2)).

c. An ASPA evaluation must be requested by the Reporting Custodian (according to ACC procedures) up to 6 months prior to or 90 days after the expiration of the aircraft's PED. In the case of naval air reserve units, the evaluation request will be made by Commander, Naval Air Reserve Force (COMNAVAIRESFOR). Deviations require Chief of Naval Operations (CNO (OP-514)) written approval.

d. An ASPA evaluation consists of a maintenance documentation review and a physical aircraft examination. Aircraft examinations consist of sampling tasks that permit a reliable consistent assessment and quantification of the state of general material condition. The tasks chosen must result in minimizing program costs and impact on fleet resources while, secondarily, conserving depot resources.

e. ASPA SDLM induction recommendations must be based on definitive induction criteria. The induction criteria must be

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continually evolved to reflect current material and economic conditions. The induction criteria must:

(1) Employ:

(a) The quantified observed state of aircraft general material condition.

(b) Published service or operating period limitations, including any Maximum Service Period (MSP) limitations.

(c) Known depot-level defects. However, a recommendation for non-deferral will not be due to the discovery of depot level or critical defect(s) alone, but on the determination of unsatisfactory overall condition. (A)

(d) Excessive cumulative field repair costs and down-time for depot-level defect correction.

(2) Be quantified, excluding MSP limitations and ACC operational requirements. The criteria must provide for an induction range based on choosing the lower cost of either the aggregate of estimated Depot-level Maintenance Activity (DMA) field/drive-in repair costs plus additional repair fleet costs or the annualized variable cost of SDLM. (R)

(3) Use an empirical rating system that quantifies the state of observed aircraft general material condition for each ASPA designated program. The comparison or normalization of ratings between Type/Model programs is not desired. The rating system must:

(a) Use a scale ranging from zero (no degradation) to 1,000 (disposal candidate).

(b) Use a scheme where degradation points are also assigned as a result of the documentation review. These points would recognize such items as numerous outstanding depot level technical directives, chronic maintenance problems, and significant events (i.e. hard landing, exposure to fire extinguishing agents, exposure to salt water etc.). (R)

(c) Reliably result in the ability to independently determine an Aircraft Condition Reference (ACR) value by adding degradation point values. An ACR value must be recorded and reported after each ASPA evaluation.

(d) Use criteria that establishes a positive link to actual applied SDLM resources based on the magnitude of the ACR value. The controls over the development and evolution process must provide assurance of increasing confidence and reliability

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in the ACR's ability to describe general material degradation and associated restoration resource impact.

f. An ACC ASPA non-deferral decision or MSP achievement will direct a requirement for SDLM. A non-deferral decision is a result of the aircraft's general material condition and/or the aggregate of specific conditions/defects requiring depot-level field repair resources that exceed the field repair constraints (aircraft downtime and repair cost).

g. ASPA evaluation results must be constantly monitored and analyzed. The analyses must be used to validate and refine evaluation requirements and induction criteria. Program activity and results must be compiled and submitted in the ASPA Quarterly Report, enclosure (3).

h. The ASPA evaluation team must be led by an individual who has the knowledge, skills, and abilities of a P&E, the requisite ASPA qualifications, and recognized by the Cognizant Field Activity (CFA) as possessing those attributes. At a minimum, team leader qualification requirements must: address the individual's ability to conduct the documentation analyses; and expertise in identifying: severity of defect; defect repair maintenance level; alternative means of repair; extent of repair necessary; depot-level repair turnaround time; and the depot-level cost-to-repair.

i. ASPA evaluators must be qualified on the aircraft program(s) they support. At a minimum, evaluator qualification requirements must be expressed in terms of required experience, needed training, or both. Equivalence of commercial and military functional designations need not be established, unless the skills and knowledge to be required of potential candidates must be expressed in terms of a naval aviation depot civilian job title, trade skill, or certification.

j. ASPA examinations should be done as expeditiously as possible by the ASPA evaluation team, exclusive of organizational-level maintenance support.

A) k. The maintenance plan applied to an aircraft program must not focus on SDLM induction for airworthiness assurance or specific SDLM-only airworthiness inspections. Airworthiness can only be obtained by conscientious application of all maintenance requirements, which include organizational requirements directed by the applicable maintenance requirement cards (MRC's).

(1) Maintenance programs should be refined following RCM principles and result in task placement at the most appropriate level and location of maintenance. Maintenance task performance

will be at the level and location that optimizes aircraft availability and service life.

(2) Condition-specific maintenance requirements will be managed through the application of companion processes. Companion requirements must consist of depot-level requirements developed through the RCM process and validated with AE tasks, as necessary. These requirements will be documented in MRC's prepared following references (e) and (f). The MRC's may cite that depot-level assistance is required. The performance of the companion MRC tasks identify the state of specific material condition and dictate subsequent maintenance task requirements. Companion tasks may be deferred to SDLM for non-deferred aircraft, where cost effective, assuming justified task intervals are not exceeded without CFA concurrence. (R) (A)

(3) A MSP limitation can be established where a material impediment exists and the required maintenance task cannot be effectively addressed by means other than SDLM. MSP establishment requires a maintenance engineering cognizant field activity (MECFA) recommendation, a coordinated policy decision from Naval Air Systems Command Headquarters (NAVAIRHQ), Logistics and Maintenance Policy Division (AIR-411), and ratification by CNO. Established MSP's must be individually validated by affirmation of the supporting RCM analysis. Results of this review must be reported on the ASPA Quarterly Report each fiscal year in the third quarter (see enclosure (3)).

(a) Alternatives for resolving any material impediment must be developed and proposed to AIR-411 and the Deputy Assistant Commander for Aviation Depots (AIR-43). (R)

(b) An MSP must be proposed for each material impediment which cannot be addressed by means other than SDLM. The published MSP (see reference (a)) is based upon the earliest expiration of the material impediment(s). SDLM tasks must be applied to negate material impediment effects for the next operational tour.

(c) Aircraft PED's must not be adjusted beyond the operating limitation prescribed by the MSP. Aircraft tour must be terminated pending SDLM, when the MSP is attained. (R)

(4) SDLM will provide for: a comprehensive inspection of selected aircraft structures, materials, and protective systems; defect correction; and preventative maintenance, as required; and compliance with outstanding technical directives. (D)

1. An ASPA LES will be developed and maintained for each aircraft grouping designated in reference (a). The LES will identify:

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- (1) Related organizational-level ASPA conditional MRC's.
- (2) Related depot-level companion requirements.
  - (a) Scheduled item requirements.
  - (b) On-condition airworthiness requirements.
  - (c) Required Age Exploration tasks, as applicable.
- (3) General and specific examination requirements.
- (4) Maintenance documentation review requirements.
- (5) SDLM induction criteria and field repair constraints.
- (6) Technical and resource data reporting requirements.
- (7) ASPA Evaluation Record requirements, format, point values, and methodology for assigning the ACR.
- (8) ASPA P&E Report requirements and format (see enclosure (2)).
- (9) ASPA team leader and evaluation team requirements.

A) m. Conditional MRC's will be developed and issued to reporting custodians for ASPA evaluation support efforts. They must specify, and be exclusively, those organizational-level maintenance activity tasks and resources required to prepare the aircraft for the ASPA examination and to return it to its former status. The disassembly, required tasks, and associated man-hours specified in the ASPA conditional MRC's must be the minimum that are absolutely necessary. The MRC's will be prepared and validated following references (e) and (f). Pending MRC updates should be issued via Maintenance Engineering Report (MER) or message, if change is significant and formal incorporation is delayed.

n. The expeditious execution of depot-level defect repair, subject to field repair constraints, is an integral ASPA element and uses the depot-level field repair program, as modified by this instruction (see reference (g)). Defects discovered incidental to the companion inspection(s) and the ASPA examination must be classified following the definitions of enclosure (1). All defects will be recorded on the ASPA Evaluation Record (as specified in the LES) according to maintenance level required for defect correction and will form the basis for subsequent maintenance action.

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r. ASPA evaluations must be recorded in the aircraft logbook, by the reporting custodian, on form OPNAV 4790/22A, Inspection Record titled "ASPA." Form OPNAV 4790/22A entry must follow reference (b), volume II, chapter 6. The ASPA Evaluation Record and each ASPA logbook entry must conclude with an ASPA evaluation statement. At a minimum, the statement will include the following notation: "The ASPA evaluation was conducted by an evaluation team from (DMA Name) in accordance with (cite the ASPA LES) of (Date of the LES)."

D)

s. Repair of depot-level defects is not authorized until the ASPA P&E Report has been submitted and the ASPA facility coordinator (FC) has acted. The report satisfies the reporting requirements of reference (g) and is the requirement for immediate repair activity actions addressing depot-level critical defects. The ACC PED adjustment decision is the requirement to take actions addressing the remaining depot-level defects following the repair plan contained in the ASPA P&E Report.

R)

t. The timeframes for resolution of defects identified incidental to the ASPA evaluation will be recorded on the ASPA P&E Report. Aircraft with PED adjustments and having deferred depot level major defects must have a reinspection or repair of those defects within the timeframe specified in the defect identification. The reporting custodian will initiate a request for assistance to satisfy deferred requirements following references (b) and (g).

## 6. Responsibilities

R)

a. The Naval Aviation Depot facilities will:

(1) Develop and manage the ASPA program on their assigned aircraft programs.

(2) Establish ASPA evaluation requirements, ACR assignment processes, SDLM resource data delivery requirements, and tailored program application procedures.

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R)

(3) Document all material impediments as bulletins or MRC's supported by RCM analysis. Incorporate ASPA evaluation data into the RCM assessment of OSP's. Develop and forward alternative plans to the Program Manager Field (PMA(F))/Assistant Program Manager, Logistics (APML), or Weapons Systems Manager (WSM), as appropriate action to eliminate or mitigate the effects of the identified impediments. Recommend an MSP based on the effects of each material impediment that cannot be removed by in-service inspection and repair.

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(4) Publish the ASPA LES, ASPA evaluation team qualification requirements, the ACR assignment system, SDLM induction criteria, conditional MRC's, and companion requirements. Provide a copy of the latest ASPA LES to NAVAIRHQ (AIR-411, and Air Vehicle Division (AIR-530)) and Naval Aviation Depot Operations Center (NAVAVNDEPOTOPSCEN).

(R)

(5) Provide service period limitations to the Prime DMA's ASPA FC.

(6) Conduct a preliminary maintenance analysis on the candidate aircraft upon receipt of the ASPA evaluation request. The analysis must identify expiring life-limited elements, and depot-level technical directives required by the ACC. Convey the results of the analysis to the action ASPA FC not later than 2 weeks following receipt of the ASPA evaluation request.

(7) Identify task elements requiring cost reporting.

(8) Monitor program performance and coordinate with the prime DMA's ASPA FC to correct problems and institute enhancements/efficiencies.

(9) Assist the ASPA FC in establishing evaluator training programs and the conferring of ASPA evaluator designation authority following satisfaction of established ASPA qualification requirements for all participants.

(R)

(10) Provide the ASPA Quarterly Analysis Report to Commander, Naval Air Force, Atlantic Fleet (COMNAVAIRLANT) (Code 525), Commander, Naval Air Force, Pacific Fleet (COMNAVAIRPAC) (Code 729), Chief of Naval Air Training (CNATRA) (Code 52), COMNAVIAIRESFOR (Code 572), NAVAIRHQ (AIR-411), Deputy Assistant Commander for Navy Ranges and Field Activity Management (AIR-4213), and AIR-43), Naval Aviation Maintenance Office (Code 431), and the Naval Aviation Depot Operations Center (NAVAVNDEPOTOPSCEN) (Code 410, two copies). Quarterly report numerical data requirements must be generated utilizing the automated ASPA Quarterly Report software developed by NAVAVNMAINTOFF. Concurrent with the ASPA Quarterly Analysis Report, electronically transmit all data entered into the ASPA Quarterly Report software database for the reporting quarter to the NAVAVNDEPOTOPSCEN (Code 413). This effort will be accomplished by the Field Service Division.

(R)

(A)

(11) Establish qualification standards for ASPA evaluators to support the ASPA program requirements.

(A)

(12) Assist activities desiring participation in ASPA evaluations by identifying program requirements.

(A)



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(5) Provide prompt ACC coordination for PED adjustment decision and inform the cognizant FTC.

(6) Coordinate and publish the decisions relating to the repair of critical defects (field or one-time flight) on non-deferred aircraft.

(7) Coordinate with the appropriate FTC's to ensure both repair capability and resources exist to implement the repair plan.

(8) Monitor the progress made by the repair DMA in resolving the defects identified in the depot-level repair plan. Provide status of the repair plan execution. Ensure the ASPA team leader briefs the repair team leader on the technical aspects of the repair.

(9) Monitor and provide necessary follow-up on deferred depot-level defects. Assure sufficient resource availability to perform subsequent reexamination on deferred major defects.

(10) Coordinate the training and qualification of ASPA evaluation team members IAW applicable CFA requirements.

(D  
(R

(11) Ensure the ACR and ASPA findings are reported to the MECFA.

d. FTC's will:

(1) Be the focal point for the repair DMA.

(2) Ensure the identification of the depot-level repair team leader is provided to the ASPA evaluation team leader and reporting custodian's authorized representative in an expeditious manner.

(3) Coordinate and execute the ASPA depot-level repair plan within the facility. Ensure the prompt arrival of the field repair or modification installation team as necessary. Ensure the timely execution of the depot-level defect repair plan.

(4) Coordinate and report repair status to the performing activity's ASPA FC.

(D

(5) Plan for and enact alternatives for handling the repair of recurring defects.

e. ASPA evaluation team leader will:

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(1) Ensure the ASPA evaluation is conducted following the requirements of the applicable LES and this instruction.

(2) Ensure the maintenance documentation review conducted by the ASPA evaluation team includes at least:

(a) A comparison of present operating time to published operational limits to identify expended or nearly expended intervals. Form OPNAV 4790/19, Aircraft Logbook, entered life limitations found on forms OPNAV 4790/142, form OPNAV 4790/28A, Scheduled Removal Component (SRC) Cards, and OPNAV 4790/26A, Installed Explosive Safety Devices Record (IESDR), will be compared to the Periodic Maintenance Information Card (PMIC) and references (i) and (j). Structural components contained in references (i) and (j) found to be near or exceeding their service life limit will be classified as a critical defect. Items found to be near or exceeding their operating limitations require maintenance and should be recorded as a defect to the appropriate maintenance level.

(b) An ASPA information search focusing on the reported maintenance, history, nonconcurrently performed companion tasks, and the user's material condition analysis of the aircraft. Indicators and trends that depict the degradation of the aircraft's general material condition to be identified prior to the ASPA examination may include (but are not limited to): recurring generally deteriorating conditions that may be found or inferred from Maintenance, Material and Management data; increasing corrosion control and repair man-hours; increasing basic wiring or avionics no-defect maintenance actions; increasing hydraulic leaks or tubing maintenance actions; abnormal accumulation of maintenance man-hours per flight hour (MMH/FH), not operationally ready, or out of reporting status intervals; indications of airframe damage, incidents, or extensive repair; etc.

D)

(3) Conduct the exit brief with the reporting custodians designated representative(s).

R)

(4) Provide the reporting custodian a copy of both the ASPA Evaluation Record and P&E Report for insertion in the aircraft logbook records folder.

(5) Ensure the ASPA P&E Report is released.

(6) Provide interim on-site Depot-level repair coordination services. This includes advance coordination with the appropriate FTC to assist in expediting the repair of identified critical defects.

(7) Ensure all local safety regulations are followed by the ASPA evaluation team. (A)

Note: On-site coordination responsibilities pass to the repair team leader following the ASPA team leader briefing and the identification of the repair team leader to the reporting custodian's designated representative.

f. Depot-level repair and SDLM activities will:

(1) Allocate resources supporting the contingent (e.g., unknown, but likely) depot-level repairs upon receipt of an ASPA evaluation request.

(2) Ensure ASPA identified depot-level defects receive prompt, cost effective disposition.

(3) Ensure repair coordination follows reference (g) policies.

(4) Designate FTC's to the performing activity's FC and focus support efforts to expedite assigned duties.

(5) Designate artisans and materials in anticipation of depot-level defect repair, if they are the contingent repair activity.

(6) Prepare the repair team to commence repair of (possible) depot-level critical defects according to the depot-level repair plan (coordinated by the ASPA evaluation team leader and the facility).

(7) Ensure the repair team leader coordinates the actual repair team arrival with the Aircraft Reporting Custodian's (ARC's) authorized representative based on the performing activity's ASPA FC direction. (R)

(8) Assure the timely reporting of the marginal resources and costs of SDLM completions, ACR values, other identified task elements, and field repair expenditures to the MECFA.

g. Aircraft Controlling Custodians will: (A)

(1) Ensure ASPA program policy is fully complied with by subordinate commands, per reference (b).

(2) Render final SDLM induction decisions based on operational needs and ASPA evaluation recommendations, per reference (a).

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A) h. Aircraft Reporting Custodians will, in accordance with reference (b):

(1) Prepare aircraft for ASPA utilizing applicable MRC decks and other amplifying data (MER's, etc.) to accommodate inspection date coordinated by the performing activity ASPA FC.

(2) Provide appropriate spaces and equipment for documentation review and aircraft inspection.

(3) Provide administrative support as necessary to facilitate P&E Report generation.

(4) Correct organizational discrepancies as soon as possible. Maintenance can be deferred; however, on major and minor discrepancies if flight operations dictate and correction is made at the next scheduled maintenance event.

(5) Document all organizational ASPA man-hours expended per reference (b).

(6) Provide, as necessary, feedback on quality and efficiency of ASPA evaluations to the ACC and MECFA.

(7) Sign the aircraft logbook ASPA evaluation statement on form OPNAV 4790/22A.

7. Action

R) a. NAVAIRHQ

(1) (AIR-411) will:

(a) Provide overall coordination of ASPA operations and implementation. Provide for ASPA program planning, evolution, oversight, and required developmental efforts.

(b) Manage the development and documentation of the ASPA requirements.

(c) Provide oversight in the application of RCM concepts in the ASPA evaluation requirements and maintenance program design.

(d) Incorporate ASPA and resource expenditure data in the Naval Aviation Logistics Data Analysis (NALDA) System.

(e) Coordinate NAVAIRHQ review of MECFA OSP change recommendations with appropriate logistics managers and AIR-530.

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(f) Forward recommended OSP changes to OP-508 for approval and publication in reference (a).

(2) Product Support Management Office (AIR-419) will provide depot Product Support Directorate (PSD) resources and direction to support timely ASPA technical development, LES issuance and maintenance, and continual technical management support.

(3) AIR-43 will:

(D)

(a) Incorporate ASPA into the business planning and execution of the Depot Maintenance Program.

(b) Continually review the cost of ASPA evaluations by the various activities and provide guidance to optimize the benefits realized.

(D)  
(A)

b. NAVAVNDEPOTOPSCEN will:

(1) Utilize MECFA electronically transmitted ASPA data to assist in the development of the Depot Requirements Document (DRD).

(2) Ensure the accuracy of the electronically transmitted ASPA data utilizing the ASPA P&E reports.

c. MECFA's. Unless otherwise directed, assume responsibility for implementing this instruction. Manage the evolution and execution of the ASPA program on assigned aircraft.

d. DMA's. Execute the ASPA program following the policies of this instruction and the direction provided in the applicable ASPA LES.

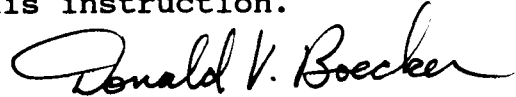
8. Reports. Required reporting consists of:

a. ASPA Planner and Estimator (P&E) Report. This summary report of ASPA evaluation results must be submitted by the ASPA team leader following the ASPA LES. Each ASPA LES must specify the requirements of enclosure (2). This report provides operational and depot requirement data needed by the ACC, NAVAIRHQ, and NAVAVNDEPOTOPSCEN to make aircraft repair and disposition planning decisions. The report satisfies the requirements of reference (g) when identifying required repairs of depot-level critical and major defects. Report Symbol NAVAIR 4730-1 has been assigned to this reporting requirement. The report is approved for 3 years only from the date of this instruction.

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R) b. ASPA Quarterly Report (AQR). The AQR must be provided by each MECFA to COMNAVAIRLANT (Code 525), COMNAVAIRPAC (Code 729), CNATRA (Code 52), COMNAVAIRRESFOR (Code 572), NAVAIRHQ (AIR-411, AIR-4213, and AIR-43), NAVAVNMAINTOFF (Code 431), and NAVAVNDEPOTOPSCEN (Code 410, 2 copies) in the format of enclosure (3). This report must be used to verify data supporting development of the rework budget, measure program performance and provide the basis for creating or revising policy. This report must be submitted not later than 40 calendar days following the end of each fiscal quarter. Report Symbol NAVAIR 4730-2 is assigned to this reporting requirement. The report is approved for 3 years only from the date of this instruction.



DONALD V. BOECKER  
Vice Commander

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## Definitions

1. Age Exploration (AE). The process of determining age-reliability relationships through controlled testing and analysis of chance or unintentional events for safety-critical items; and from operating experience for non-safety items.
2. Aircraft Condition Reference (ACR). A single non-dimensioned number (ranging from 0 to 1,000) that quantifies the overall state of aircraft general material condition. The ACR is found by adding numerical penalties associated with individual degradation conditions observed while performing an ASPA. The numerical penalties are developed through an assessment that compares attributes between members of the same family to an aircraft. The attributes sought for determining the magnitude of the associated numeric penalty relate the basic design characteristics (materials, manufacturing/fabrication process (forging, chem-milled, plated, etc.)), minimum required strength (material thicknesses, etc.), and degradation/damage states to the SDLM restoration resource risk (labor hours and material requirements). The goal of the ACR is to select leading indicators and associated examination tasks that identify a range of easily detectable degradation and assign penalties such that SDLM resources may be estimated with confidence.
3. Aircraft Service Period Adjustment (ASPA) Evaluation. The combination of actions addressing the analysis of an aircraft's maintenance history and a physical examination resulting in the determination and statement of the aircraft's general material condition.
4. ASPA Examination. A physical observation performed under the auspices of a qualified depot-level planner and estimator following the applicable local engineering specification.
5. ASPA Facility Coordinator (FC). An individual in a ASPA supporting depot maintenance facility that is responsible for the overall coordination (both with the ACC's (and their respective reporting custodians) and within the depot maintenance community), the planning and the timely execution of ASPA evaluations on designated T/M/S aircraft. Depending upon the depot maintenance facility, there can be more than one ASPA FC but, there will be no more than one per aircraft type.
6. Companion Requirement. A condition-specific maintenance requirement documented in the MRC's as a special inspection or as an SRC replacement for organizational-level maintenance planning. It may require depot-level assistance for task performance. It is developed through the RCM process and validated through AE tasks, as necessary. The performance interval associated with

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the companion requirement must be justified on its own merits. The interval chosen should economically align with other preventative maintenance milestones. The interval need not conform with ASPA evaluation cycles.

## 7. Defect

A) a. Critical. A defect that constitutes a hazard to airworthiness. The condition is such that corrective action must be taken prior to release of aircraft for flight. Coordination with CFA Engineering is required to establish restricted flight conditions and operating limitations which would permit safe flight of aircraft to a depot facility.

R) b. Major. A defect that materially reduces the use of the unit or part for its intended purpose. Aircraft is safely flyable but requires major repair within a specified timeframe.

D) c. Minor. A defect that does not materially reduce the useability of the unit or part for its intended purpose, nor is deferral of correction likely to result in costs exceeding benefits.

D) 8. Depot Maintenance Activity (DMA). Any maintenance facility designated and capable of performing depot-level maintenance on a T/M/S aircraft. Sources of depot-level maintenance can be naval aviation depots, interservice aviation depots, foreign government aviation depots, and commercial aviation activities offering requisite depot capabilities.

9. Examination Task. A specific work assignment developed by the MECFA engineer, to be performed by a proficient examiner. The result of task performance establishes whether or not a sought degree of degradation is present or that a nonambiguous (specific) defect or material condition exists. The level of degradation or condition revealed by an examination task must have a weighted value assigned and published in the LES.

10. Field Team Coordinator (FTC). An individual, typically designated by the depot maintenance facilities production department, responsible for the coordination, acquisition of material, and responsiveness for depot-level field team actions. Typically, depot-level repair or modification installation field teams report to and are supervised by the FTC.

11. Field Repair Constraint. An upper limit to resources authorized for the field repair of depot-level defects. The constraint represents the result of analyzing repair alternatives defining the threshold at which SDLM induction is the preferred action.



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12. General Material Condition (GMC). The observed state of degradation resulting from the accumulated effects of environment and usage that modifies long-term utility and remaining service life of an item.

13. Induction Criteria. The combined state(s) of general and specific material condition at which an aircraft should be inducted for the comprehensive suite of depot-level processes termed SDLM.

14. Leading Indicator. An area, zone, or item that contributes to the assessment of GMC for a SDLM induction decision. The measure of the quality of a leading indicator is its relationship to and predictiveness of required SDLM restoration resources. The SDLM resource factors are expressed as direct man-hours and materials, and can be either statistically inferred and/or directly related to the embedded workload.

15. Material Impediment. A component/equipment having RCM validated scheduled depot-level SDLM tasks, whose accomplishment at the depot in SDLM is mandatory. Field performance of alternative companion tasks and depot-level alternatives have been evaluated and determined to be uneconomical or possess an unacceptable degree of performance/compliance risk. The requirement to perform these depot-level tasks is without regard to the state of aircraft material condition. Material Impediments depict individual conditions which preclude PED adjustment(s) otherwise warranted by the observed general material condition.

16. Maximum Service Period (MSP). The greatest period of time, expressed in operational months, flight-hours, or number of cycles, that aircraft in a group with common technical characteristics may safely remain in service without scheduled depot-level maintenance. The MSP is a mandatory operating limit supported by RCM analysis and requires the presence of a material impediment.

17. Operating Service Period (OSP). The minimum number of operating service months, flight-hours, or number of cycles between SDLM's that aircraft in a group with common technical characteristics are expected to maintain both reliability and operational availability levels. The end of the OSP marks the beginning of a series of general material condition evaluations and possible PED adjustments ending with SDLM induction.

18. Period End Date (PED). The month and year in which the current operating service period expires for a given aircraft and is subject to authorized adjustments resulting from ASPA evaluations or non-ageing time.

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19. Reliability Centered Maintenance (RCM). A disciplined logic or methodology used to identify preventative maintenance tasks to realize the inherent reliability of equipment at least expenditure of resources.

**ASPA Planner and Estimator (P&E) Report**

1. Reporting. The ASPA P&E Report conveys information requiring broad coordination of resources and immediately affects Type Commanders' force strength and deployment decisions.

a. Report Type. The ASPA P&E Report must be dispatched by naval message. This is consistent with the intent of the naval message reduction initiative (NAVOP 049/85).

b. Classified Information. Classified information will not be included in the ASPA P&E Report. A classified preliminary message report will be used to convey such information and will be referenced in the P&E Report. The preliminary report will also include the subject line, necessary references, ASPA recommendation, and evaluator identification using appropriate format lines depicted in figure 2-1.

c. Message Precedence. Priority precedence (MIN: CONSIDERED) is appropriate when reporting critical repair requirements; recommending curtailment of service tour; and under such other circumstances immediately affecting service availability. Service availability is marked by the return of the aircraft to operational status by X-RAY.

d. Action Addressee. The controlling custodian and the depot-level repair activity (identified as an action addressee in the ASPA evaluation request message) are normally the only action addressees. NAVAIRHQ (AIR-43) should be an action addressee when the aggregate depot-level defects suggest that the field repair constraint may be exceeded. ACC ASPA points of contact are:

(1) COMNAVAIRLANT NORFOLK VA (CODE-525) AV 564-2470

(2) COMNAVAIRPAC SAN DIEGO CA (CODE-729) AV 735-1292 (R)

(3) COMNAVAIRESFOR NEW ORLEANS LA (CODE-5720) AV 363-1220

(4) COMNAVAIRSYSCOM WASHINGTON DC (AIR-4213) AV 222-6181

(5) CNATRA CORPUS CHRISTI TX (CODE N-52) AV 861-2496

e. Information Addressees. Distribution should be limited to those offices known to have need for the report content to properly perform their duties. CNO (OP-505 and OP-514) receive separate summary reports; they should only be included when a request for deviation from ASPA policy is believed imminent. The following comprises the minimum distribution: (R)

(1) NAVAIRSYSCOM WASHINGTON DC (AIR-411 and AIR-431).

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- (2) NAVAVNDEPOTOPSCEN PATUXENT RIVER MD (NADOC-410).
- (3) NAVAVNMAINTOFF PATUXENT RIVER MD (NAMO-331).
- (4) MAINTENANCE ENGINEERING CFA.
- (5) Cognizant FUNCTIONAL WING.
- (6) Activity represented by the ASPA evaluator.
- (7) Reporting Custodian (unless released by the reporting custodian).

2. Report Content. The ASPA P&E report must conform to the format (duplicating heading and data element keys) of figure 2-1. The data elements are as follows:

a. Information Section

- (1) CLASSIFICATION/SSIC. As appropriate, using SSIC 4730.
- (2) SUBJECT LINE. Enter (T/M/S and Bureau Number) where indicated.
- (3) REFERENCES. As appropriate from the LES.
  - (a) ASPA evaluation request.
  - (b) ASPA LES.
  - (c) NAVAIRINST 4730.xx series.
  - (d) NAVAVNLOGCENINST 13023.2 series.
  - (e) Preliminary Report (if applicable).

b. Paragraph 1 (Recommendation). Enter the appropriate recommendation from the following choices (duplicate the chosen heading with correct MMY):

- R) (1) PED ADJUSTMENT MMY. The general material condition does not meet the criteria established for SDLM induction. The aircraft may be effectively operated subject to the repair of critical defects cited in the ASPA Evaluation Record. MMY is current PED plus 1 year (or 18 months following the ASPA, whichever is earlier) unless specified by higher authority.
- (2) PED ADJUSTMENT LIMITED BY MSP TO MMY. The general material condition does not meet the criteria established for SDLM induction. The aircraft may be effectively operated up to the limitations cited in the MSP governing documentation and subject to repair of critical defects cited in the ASPA Evaluation Record. MMY is determined by adding the MSP interval

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to the last date the MSP requirement was accomplished. The effectivity of the MSP limitation must be addressed in REMARKS.

(3) INDUCTION WITHIN 90 DAYS AFTER MMY. The general material condition does meet the criteria established for SDLM induction. The aircraft may be effectively operated subject to the correction of critical defects cited in the ASPA Evaluation Record. MMY is the current PED.

(4) TERMINATION OF TOUR MMY. The general material condition of the aircraft has degraded beyond the criteria established for SDLM induction. The conditions under which the aircraft may be operated and the recommended site for repair of critical defects must be discussed in REMARKS. MMY is the month and year recommended for the tour termination for reasons given in REMARKS.

c. Paragraph 2 (Aircraft)

**ACFT DATA:** // ACC /TEC/TOUR/ OSI / PED/ JCN // (A)  
Duplicate heading and data element key, enter following aircraft data elements:

(1) ACC. Seven position field for entering the aircraft's controlling custodian. The following shortened titles are to be used as codes in place of the full title: COMNAVAIRLANT, use "LANT"; COMNAVAIRPAC, use "PAC"; COMNAVAIRRESFOR, use "CNAVRES"; CNATRA, use "CNATRA"; COMNAVAIRSYSCOM, use "NAVAIR." (A)

(2) TEC (type equipment code). The aircraft Work Unit Code Manual cites the four character TEC assigned by NAMS Report 4790.A7210-01.

(3) TOUR. Three digit definition of aircraft position in its planned service life, tour/period/cycle, as appropriate; e.g., 003 for third tour.

(4) OSI (operational service interval). Five character description of aircraft position within the current service period. The first character will be either an "M" for operating months or "H" for operating hours, as required in the LES, followed by four digits denoting months or hours in tour (e.g., M0021, H1002).

(5) PED (period end date). Four digit MMY from the last logbook non-ageing page entry (OPNAV 4790/18, column ten).

(6) JCN (job control number). The nine character control number associated with the VIDS/MAF record of organizational-level ASPA examination support.

d. Paragraph 3 ASPA

**ASPA DATA:** //AESN/ JON / JDATE/DMH/ACR//  
Duplicate heading and data element key, enter following aircraft data elements:

(1) AESN (ASPA evaluation sequence number). A single digit count defining current ASPA evaluation sequence, in service period (e.g., 1 for first ASPA; 2 for second ASPA; etc.).

(2) JON (job order number). The ASPA job (or work) order number assigned by the performing activity.

(3) JDATE (julian date). Four digit julian date marking completion of the ASPA evaluation (e.g., December 30, 1991 is 1364, January 2, 1992 is 2002).

(4) DMH (depot-level direct man-hours). Number of depot-level direct man-hours expended in performing the ASPA evaluation. Delay time should not be included.

(5) ACR (aircraft condition reference). Three digit aircraft condition reference reflecting aggregate penalty assessed against the aircraft GMC. "NUL" should be entered if scoring system has not been validated.

e. Paragraphs 4 (Critical depot-level defects) and 5 (Major depot-level defects). Duplicate paragraph titles and data element keys. Enter estimated service availability date where indicated.

ID	DEFECT	ASST	DAYS	\$K	DMH	TGT
aaa	bbbbbbbbbbbbbbbbbbbbbbbbbbbbbbbb	ccc	ddd	eeee	ffff	ggggg

(DEFECT column not to exceed 40 characters per line)

(1) ID (defect identifier). Three character defect identifier for each depot-level defect recorded on the ASPA evaluation report. The first character is 'C' (for critical), or 'M' (for major), followed by two digits. The digits should be unique and sequential within each defect class. Initiate each of the following data elements on the line containing the associated defect identifier:

(2) DEFECT (defect description). Enter brief description of each depot-level defect (not minor) recorded on the ASPA evaluation record. Description may require more than one line; do not exceed 40 characters per line.

(3) ASST (material assistance required). Enter "YES" if depot-level material assistance is needed due to shortages or

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nonstock item status in the supply system. Enter "NO" if materials are locally available.

(4) DAYS (out-of-service days). Enter the estimated elapsed time, in calendar days, to correct the defect.

(5) \$K (kilo-dollars). Enter the estimated total depot-level costs, exclusive of man-hours, over and above the incident cost, to effect repair (in thousands of dollars). (R)

(6) DMH (depot-level man-hours). Enter the estimated total depot-level man-hours to correct the defect.

(7) TGT (target date). Five character disposition identifier. First character is "C" for completion of mandatory repairs; for deferrable repairs use "R" (for repair) or "E" (for examine), followed by four digit date in MMYY (month, year) format. Paragraph 4 TGT date is the date repairs are estimated to be complete for a critical depot-level defect. Paragraph 5 TGT date is the date requested by the reporting custodian for initiation of depot-level major defect repair, the latest date recommended by the evaluator for re-examination (or repair) of identified depot-level major defects, whichever is earlier. Date entered should not be later than the date recommended in paragraph 1. (D)

f. Paragraph 6 (Remarks). Enter amplifying information and recommendations pertaining to repair(s), repair site, conditions for flight, MSP affectivity, etc., as applicable.

g. Paragraph 7 (Depot information). Enter the repair team leader name if known, activity, and estimated time of arrival obtained by coordinating with the FC/FTC as appropriate when depot-level repair is required. Second line enter evaluator's name and facility (office) telephone number.

h. Paragraph 8 (Name and title). Enter name, title, and telephone number of appropriate unit representative.

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## THE ASPA P&amp;E REPORT

UNCLAS //N04730//

**SUBJ: ASPA P&E REPORT (TMS/ Bureau Number), REPORT SYM 4730-1**

- A. ASPA evaluation request
- B. ASPA LES
- C. NAVAIRINST 4730.xx series
- D. NAVAVNLOGCENINST 13023.2 series
- E. Preliminary Report (if applicable)

**1. RECOMMENDATION: ASPA EVAL OF GENERAL MATL CONDITION CONDUCTED**

**SUBJ BUNO IRT REF A AND IAW REFS B, C, AND D. OBSERVED GMC WARRANTS**

(enter appropriate recommendation from underlined choices in text).

**2. ACFT DATA:** // ACC /TEC/TOUR/ OSI / PED/ JCN //  
//aaaaaaa/bbbb/cc/ddddd/eeee/fffffffff// (see text)

**3. AESN DATA:** //ASPA/ JON / JDATE/DMH/ACR//  
//a/bbbbbbbbbb/ccdd/dd/eee// (see text)

**4. CRITICAL DEPOT-LEVEL DEFECTS. CORRECTION REQUIRED PRIOR TO FLIGHT. ESTIMATE COMPLETION (Enter Date). READ IN SEVEN COLS:**

ID DEFECT	ASST DAYS \$K DMH
TGT	

aaa bbbbbbbbbbbbbbbbbbbbbbbbbbbbbbbbbbbbbb	ccc ddd eeee
ffff ggggg	

(see text)

R)

**5. MAJOR DEPOT-LEVEL DEFECTS. READ IN SEVEN COLS:**

ID DEFECT	ASST DAYS \$K DMH
TGT	

aaa bbbbbbbbbbbbbbbbbbbbbbbbbbbbbbbbbbbbbb	ccc ddd eeee
ffff ggggg	

(see text)

**6. REMARKS. As required.**

**7. (Name) REPAIR TEAM LEADER, (Facility), ETA (Date)  
P&E (Name) SENDS. (Facility AUTOVON/ Telephone number).**



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**8. (Name and Title) EXTENDS REQUEST FOR DEPOT-LEVEL  
REPAIRS.**

(AUTOVON/ Telephone number).

Figure 2-1  
ASPA P&E Report Model Format

ASPA Quarterly Report (AQR)

1. Scope. The ASPA Quarterly Report provides executive summary data defining program performance and progress. Calculations and supporting data are not desired unless needed to effectively state issues. Such material is to be retained by the MECFA. The MECFA must propose a plan for effecting compliance with any requirement for which data and/or analysis capability does not exist. Report progress toward full capability through milestones following implementation of such plan(s). Numerical data requirements can be fulfilled using the ASPA Quarterly Report software available from the Naval Aviation Maintenance Office. (A)

2. Required Paragraphs. The AQR will use the format of figure 3-1, duplicating all heading entries. Address the topics as discussed below:

a. Introduction

- (1) Identify aircraft program and current ASPA LES.
- (2) Specify the period (fiscal quarter) reported upon.
- (3) Name and define reportable groups used within program.

b. Summary of Evaluation Results. Provide executive summary data that suggests both program performance and consistency of evaluation activity application. Data will normally be limited to the aggregate program; additional data addressing specific reportable groups will be requested by letter as circumstances require. This data will not be used as a performance indicator data source due to the sizes of the discrete populations and the variety of possible causes for apparent disparity. Any comments regarding confidence in the use of these figures for program projections should be noted in paragraph VIII of the report. Report evaluation results grouped by evaluation activity and for the aggregate program in the following format: (A)

<u>ACTIVITY</u>	<u>TOUR</u>	<u>AESN</u>	<u>QAE</u>	<u>QID</u>	<u>QIR</u>	<u>CAE</u>	<u>CID</u>	<u>CIR</u>	<u>ESP</u>
<u>CUM</u>	<u>ESP</u>	<u>DELTA</u>							

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(1) Activity. Names of DMA activities. This includes the prime DMA, each participating evaluation activity, and any "activities" requested by a higher authorities letter as special interest populations, followed by a program summary. The activity name will not change until all data satisfying succeeding element title subsets are exhausted.

(2) Tour. Three digit definition of aircraft position in its planned service life, either tour/period/cycle, as appropriate; e.g., 003 for third tour. The tour will not change until all data satisfying succeeding element title subsets are exhausted.

(3) AESN (ASPA evaluation sequence number). A single digit ASPA evaluation sequence in service period (e.g., 1 for first ASPA; 2 for second ASPA; etc.). AESN will not change until all data satisfying succeeding element titles are exhausted.

(4) QAE (quarter's ASPA evaluations). Number of evaluations conducted for this AESN.

(5) QID (quarter's induction decisions). Number of evaluations (subset of QAE) that resulted in an induction decision. Adjustments limited by a MSP limitation are not considered induction decisions for purposes of this element.

(6) QIR (quarter's induction rate). The ratio of QID to QAE for the reporting quarter.

(7) CAE (cumulative ASPA evaluations). Total number of AESN evaluations, including the reporting quarter.

(8) CID (cumulative induction decisions). Total number of AESN evaluation, including the reporting quarter that resulted in an induction decision. Adjustments limited by MSP are not considered induction decisions for purposes of this element.

(9) CIR (cumulative induction rate). The ratio of CID to CAE.

(10) ESP (effective service period). The average of the operating service months accumulated this reporting quarter by aircraft in this reporting group. The recommended PED is considered the end of the tour for purposes of accumulated operating service months.

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(11) CUM ESP (cumulative effective service period). The average of the total operating service months accumulated by all aircraft in this reporting group during all reporting quarters. The recommended PED is considered the end of the tour for purposes of accumulated operating service months.

(12) DELTA (change in ESP). A trend indicator, calculated by subtracting the "ESP" reported for this "Activity," at this ASPA sequence, in the previous AQR from the corresponding "ESP" reported in the previous column.

c. ASPA Evaluation Resource Summary. Provide a summary of manpower and availability impact. The content of the ASPA LES and the proficiency of the ASPA team in applying the LES each directly influence both cost and readiness and are, therefore, indirectly measured. Each of the following derived data elements should converge to a stable value:

<u>GROUP</u>	<u>N</u>	<u>EDMH</u>	<u>EDAYS</u>	<u>MAF</u>	<u>OMH</u>	<u>DELTA</u>
--------------	----------	-------------	--------------	------------	------------	--------------

(1) Group (reportable group). The T/M/S designation assigned the independent program subset to which the subsequent data element values apply. At a minimum, the groups will conform or aggregate to the reference (a) designations.

(2) N (population size). Number of aircraft in the reporting group population.

(3) EDMH (effective depot-level man-hours). Average depot-level evaluation direct man-hours. Should not include inactive time.

(4) EDAYS (effective evaluation days). Average number of days required for the ASPA evaluation. The evaluation start date is defined by the julian date of the organizational-level ASPA MAF; end date is defined in the ASPA P&E Report as "JDATE."

(5) MAF (organizational-level ASPA MAF). Number of reporting custodian MAF's (WUC 030ASP0, WD "O", TM "S") source documents used to derive "OMH."

(6) OMH (effective organizational-level man-hours). Six-month moving average of organizational-level man-hours (reported as WUC 030ASP0, WD "O", TM "S") extracted from the maintenance data collection system (MDCS) data available in the NALDA database. The report will use the latest NALDA

(A

latest NALDA data available at the time it is created. It is understood that the data timeframe will not coincide with the end of the reporting quarter.

(7) DELTA (change in OMH). A trend indicator, calculated by subtracting the "OMH" reported in the previous AQR from "OMH" reported in the previous column.

d. ASPA Repair Summary. Provide a summary of repair resource and availability impact of ASPA decisions. Report the following cumulative data elements through the reporting quarter:

<u>GROUP</u>	<u>N</u>	<u>RDAY</u>	<u>ADC</u>	<u>ADM</u>	<u>ARC</u>	<u>ARM</u>
--------------	----------	-------------	------------	------------	------------	------------

(1) Group (reportable group). The T/M/S designation assigned the independent program sub-set to which the subsequent data element values apply. At a minimum, the groups must conform or aggregate to the reference (a) designations.

(2) N (population size). Number of aircraft in the reporting group population.

(3) RDAY (average field repair days). Average number of days required for correction of depot-level defects coincident with the ASPA evaluation. The repair start date is defined in the ASPA P&E Report as "JDATE"; the end date may be determined from the work order or the X-RAY message that takes the aircraft out of H4 AIRS reporting status.

(4) ADC (average depot-level critical defects). Total number of depot-level critical defects discovered in the reportable group during the ASPA evaluation divided by N.

D)

(5) ADM (average depot-level major defects). Total number of depot-level major defects discovered in the reportable group during the ASPA evaluation divided by N.

(6) ARC (average repair cost). Total depot estimated (as reported on the respective ASPA P&E reports, see enclosure (2), 2e(5)) or actual costs (when available) charged to repair of defects discovered during the ASPA evaluations of the reportable group divided by N.

(7) ARM (average repair man-hours). Total depot estimated (as reported on the respective ASPA P&E reports, see enclosure (2), 2e (6)) or actual man-hours (when

available) charged to repair of defects discovered during the ASPA evaluations of the reportable group divided by N.

e. ASPA Induction Decision Performance Summary.

Address the progress toward the goal of applying definitive induction criteria, using the observed state of general material condition, for controlling SDLM inductions. Progress is regarded in two ways: (1) is an improvement in the reliability and uniformity of criteria application; (2) as an improvement in the degree to which the ACR relates or suggests the degree or magnitude of SDLM restoration resources required. Report the following data through the end of the previous fiscal quarter for each reportable group:

GROUP   DATE   N   UL   LL   MEAN   MOU   CMOU   DELTA

(R

(1) Group (reportable group). The T/M/S designation assigned the independent program subset to which the subsequent data element values apply. At a minimum, the groups must conform or aggregate to the reference (a) designations. Establish a new reporting group and data file upon change of ACR determination method; do not mix ACR's determined by different methods. Not more than three sequential reporting group/method data sets need be reported.

(2) DATE (creation date). Date (MMYY format) this reporting group and ACR determination method combination was established.

(3) N (population size). Number of aircraft in the reporting group.

(4) UL (upper limit). The induction decision criteria MAXIMUM published limit used by the MECFA for this reporting group.

(5) LL (lower limit). The induction decision criteria LOWEST published limit used by the MECFA for this reporting group.

(6) MEAN (mean ACR value). Average ACR value determined on the basis of ACR values observed during the reporting quarter.

(7) MOU (measure of uniformity). The value that represents one standard deviation from the average that is determined on the basis of ACR values observed during the reporting quarter.

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(8) CMOU (cumulative measure of uniformity). The value that represents ONE standard deviation from the average that is determined on the basis of ACR values observed for this reporting group.

(9) DELTA (change in CMOU). A trend indicator, calculated by subtracting the "CMOU" reported in the previous AQR from "CMOU" reported in the previous column.

D)

f. ASPA Milestone Achievements. Provide a discussion of the actions the MECFA has taken or completed, milestones achieved, and milestones projected. Include a description of problems encountered and a plan for those projected corrective actions that are within MECFA authority.

g. Issues. Provide succinct statements describing program problems apparent to the MECFA; include reference to fleet communications expressing concern over the conduct or results of the ASPA program when applicable.

h. Recommendations. Provide the MECFA's position on the program problems cited in issues above. Ensure the positions are clearly related to the issues.

i. ASPA Evaluation Results. Attach a listing of the aircraft evaluated during the reporting quarter. Data is obtained from the ASPA P&E Report on the specific bureau number. Inclusion of the ASPA P&E Report date-time group (or reference number) and the evaluator identification code is desirable. The required format is shown in figure 3-2.

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**ASPA QUARTERLY REPORT****I. Introduction**

- A. Aircraft Program and current ASPA LES.
- B. Specify the period (fiscal quarter) reported.
- C. Define and name reportable groups within program.

**II. Summary of Evaluation Results.** Report evaluation results grouped by evaluation activity in the following format:

<b><u>ACTIVITY</u></b>	<b><u>TOUR</u></b>	<b><u>AESN</u></b>	<b><u>QAE</u></b>	<b><u>QID</u></b>	<b><u>QIR</u></b>	<b><u>CAE</u></b>	<b><u>CID</u></b>	<b><u>CIR</u></b>	<b><u>ESP</u></b>
<b><u>CUM ESP</u></b>	<b><u>DELTA</u></b>								

**III. ASPA Evaluation Resource Summary.** Report each of the following derived data elements for each basic reporting group:

<b><u>GROUP</u></b>	<b><u>N</u></b>	<b><u>EDMH</u></b>	<b><u>EDAYS</u></b>	<b><u>MAF</u></b>	<b><u>OMH</u></b>
<b><u>DELTA</u></b>					

**IV. ASPA Repair Summary.** Report the following cumulative data elements through the reporting quarter:

<b><u>GROUP</u></b>	<b><u>N</u></b>	<b><u>RDAY</u></b>	<b><u>ADC</u></b>	<b><u>ADM</u></b>	<b><u>ARC</u></b>
<b><u>ARM</u></b>					

**V. Induction Decision Performance Summary.** Report the following data through the end of the previous fiscal quarter for each reportable group:

<b><u>GROUP</u></b>	<b><u>DATE</u></b>	<b><u>N</u></b>	<b><u>UL</u></b>	<b><u>LL</u></b>	<b><u>MEAN</u></b>	<b><u>MOU</u></b>	<b><u>CMOU</u></b>
<b><u>DELTA</u></b>							

(R

**VI. SDLM Induction Criteria Development.** (see text)

**VII. ASPA Milestone Achievements.** (see text)

**VIII. Issues.** (see text)

**IX. RECOMMENDATIONS.** (see text)

**X. ASPA EVALUATION RESULTS.** (reference attached listing.)

Figure 3-1  
ASPA Quarterly Report Model Format



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**QUARTERLY EVALUATION RESULTS**

Fiscal Quarter:

<u>TMS</u>	<u>ACC</u>	<u>BUNO</u>	<u>TOUR</u>	<u>PED</u>	<u>AESN</u>	<u>JDATE</u>	<u>ACTIVITY</u>	<u>DTG</u>	<u>ID</u>
<u>REC</u>	<u>ACR</u>								
1.	TMS (Type/Model/Series).								
2.	ACC (Aircraft Controlling Custodian). Use codes as listed in enclosure (2) of NAVAIRINST 4730.10A (P&E Evaluation message format).								
3.	BUNO (Bureau Number).								
4.	TOUR (Aircraft Service Tour).								
5.	AESN (ASPA Evaluation Sequence Number).								
6.	PED (Scheduled Period End Date).								
7.	JDATE (Date of Evaluation).								
8.	ACTIVITY (Evaluating Activity).								
9.	DTG (Date-Time-Group). (desired entry.)								
10.	ID (ASPA Evaluator Identification Code). (desired entry.)								
11.	REC (ASPA Recommendation).								
12.	ACR (ASPA Condition Reference).								

Figure 3-2  
Quarterly Evaluation Results Model Format